December 2024 / January 2025

Pacific Tiger Club Newsletter

ROOTES OF THE PACIFIC NORTHWEST

The Prez Sez!

by Larry Atkisson

Welcome to new members Gary and Nancy Achman. We hope to meet you and that you will be able to join us at upcoming PTC events.

PTC planning meeting is scheduled for 2/8/2025 at the Kingston building:

8252 NE ST HWY 104 Kingston, WA 98346. About 5 minutes from the Kingston ferry dock. Please bring your ideas/suggestion to help fill out the PTC calendar for 2025. Lunch will be served. Please R.S.V.P to Linda at: catkisson@aol.com. We need to know how many to expect for lunch.

PTC swap meet is scheduled for 4/19/2025 at the Kingston building in Kinston, WA. Details to follow. Start thinking of parts that you no longer need or parts you may be looking for.

We've had a positive response to the October renew date for all PTC memberships. Thanks everyone who sent in dues. If you have any questions, contact Linda: catkisson@aol.com or 206-612-4851.

See you at the PTC planning meeting.

Larry

Happy New Year!

Thank you to Kevin and Judy Jewell for hosting the PTC Christmas party. We had a good turn out and the potluck dishes were tasty! We all had a good time. Also, thanks to Kevin and Judy for organizing and delivering donations to the food bank.

2024-2025 Club Officers

President: Larry Atkisson
37624 Vista Key Dr NE
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Committee Chairpersons

Membership: Linda Atkisson
37624 Vista Key Dr NE
Hansville, WA 98340
206-612-4851

Historians: Dave Dunn / Dan Kuenzi

Renewing your membership?

Members are asked to send all membership checks and correspondence to:
Pacific Tiger Club
c/o Linda Atkisson
37624 Vista Key Dr. NE
Hansville, WA 98340
206-612-4851
catkisson@aol.comn
Annual Membership Dues: *$32.00 (US funds).*
Make checks payable to: Pacific Tiger Club.

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Calendar - PTC Club Events

February 8 – 2025 Event Planning Meeting 11:00 am

Kingston Building: 8252 NE State HWY 104
Kingston, WA 98346
4th building on the left. Located at the Kingston Business Park. 5 minutes from the Kingston ferry dock.

Please bring your ideas/suggestions for 2025 events calendar. If you are not able to attend, please email Larry or Linda with your ideas at: catkisson@aol.com.

Please R.S.V.P. to Linda catkisson@aol.com by 2/04/2025. Need to know how many to expect for lunch.

Please bring your folding car chairs.

If you have already let me know that you'll be there....you are on the list. Thanks, for letting me know.

Look forward to hearing from you and seeing you on 2/08/2025.

July 12 - Western Washington All British Field Meet – St. Edward State Park Over 500 British iron spread out across the lawn in front of the Lodge at St. Edward. Friday night Social. Online registration opens May 1 at wwabfm.com.

Other Shows/Races etc

May 2-4 SOVERN Spring Sprints at Pacific Raceway Novice Day on Friday.
See SOVRENracing.org

The California Auto Museum

story and photos by Jim Clark

I was glad to see the CAM still operating in Old Town Sacramento. A few years ago Vicki and I toured the huge facility and froze our toes on the cold concrete floor. The directors of the museum decided that they could not afford to heat the building because of the tall ceilings in the old warehouse. Their plan was to move into a newer building, but that did not happen. As it turned out, enough money was raised to repair and upgrade the old warehouse.

We visited the museum in October this year, which happened be the same time frame as our previous visit; we wanted to see what if any improvements were made. The rotting and leaky plywood roof was repaired. Plus a thick layer of ceiling insulation had been installed, at high cost, according to the docent. During our tour we saw a plumber instal- ling a heating unit near the ceiling. We waved and gave him a thumb's up.

We remembered some of the cars, from our previous visit, but some displays were shuffled to different areas. The earliest models of automobiles were in the same corner of the building. The display of those early engines installed in a “horseless carriage” was impressive.

A standout from before was an original 1966 Shelby Cobra that was displayed in an area near a famous Shelby movie prop.
I spent several minutes, in the next display, examining a Shelby Cobra replica that was used in the movie “Ford versus Ferrari”. It seems one of the stunt drivers for the movie had a chance to buy this cobra replica that the stunt men had actually driven in the movie. Our docent, Charles, was pretty happy that the owner wanted to display it in the museum. It still had the broken wind screen. The museum always has an area for cars that are for sale; it's one of my favorite areas. I showed interest in a bright red MGB, but Charles told me it was not something I would want. Apparently, Its not desired because it had black rubber bumpers. I've owned a MGB and what kind of bumper that's on the car doesn't matter to me.

In the back of the “cars for sale” line-up was a 1955 Bristol 404, half hidden by a 1950's Chevy. I was stunned to see a hand-made 1950's British car, in the for sale area. It stood out to me because of its odd shape among the U.S. cars. I asked if I could take a closer look at it. Charles told me he was allowed to show it to me if I was interested in buying it. With a wink I told him I could be. He nodded and we ducked under the barricade rope. He told me the coolest part of the car was the rear.

"Come and look at the fins on the rear fenders", he told me. The Bristol had been used and driven and showed signs of wear; it was definitely in need of a refresh. Everything that belonged on the car was there; it had all the chrome and even a radio. The car had innovative side panels for battery and tire storage. I was about to take a picture of the fins, when Charles told me that pictures were not allowed. The reason being

that buyers do not want the purchase condition of the car made public. He thought it might sell for around $70,000 because there were some interested parties making offers. I tried to take a picture surreptitiously but it didn't turn out. It wasn't until later that I found out how rare of a car it was. In 1955 only 40 were built. I'm not sure how many were made in 1953-54 years.

There was a dragster and a funny car on display that I thought I recognized. Charles told me that the Museum of Speed, in Oregon, went out of business and some of the cars displayed there, came to the CAM.

As we made our way to the exits, the last display was "Joe's Used Car Lot". It was not finished, and volunteers were still decorating the walls surrounding the car lot. The cars were lined up as if they were on a 1950's used car lot, complete with colorful flags waving above them.

The Museum lobby has a good sized gift shop. In it, Charles showed us a small nook that was set up like a library. He was in charge of the magazines and donated books that car buffs brought in, so that the museum could sell them. Magazines were a buck and most hard back books were $5 or less. I couldn't find any British car manuals or books on sports cars.
We liked the improvements to the CAM and heartily recommend a tour if you have several hours to spend learning about automobiles.

Fill'er Up!

By Dick Sanders

Break, Brake, Broke
Part 2

In my last Fill'er Up, I had finally tracked down the source of bad running in my red Series V Alpine: a thin piece of the Weber air filter housing had broken off and been sucked into #3 cylinder, where it lodged between the intake and exhaust valves. This accounted for the zero compression reading.

After reassembling and reinstalling the head, it was time to set the valve lash. In the past, I used to turn the engine over by hand, grabbing the fan blade. After losing two fan blades over five years through the underside of my hood, I finally smartened up and went to using the hand crank. This works OK if the hood happens to be off the car. Otherwise it's a real bear, as its almost impossible peer around the hood to see the rockers reach their highest point.

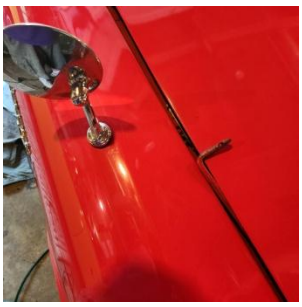
It was just this predicament that led to a supreme brain fart. From the front of the car, I leaned around the hood as far as I could. I briefly reached my arm towards the engine for balance, but caught the hood's stay-rod. I had no pin in the end of the stay-rod. Just like that, the stay-rod popped free, and partially sideways, and the hood dropped hard, landing on both my thumb and the rod. Only the presence of the nearby rod limited my thumb injury to pain and a mild abrasion.

After a bit of cussin' I wiggled my thumb free and surveyed the damage. The stay-rod was sticking out from under the hood, but the hood had flexed enough when it landed that it latched. Yikes! Luckily, I thought, it's just the hook holding it in place, it's not fully locked. I'll just pull the handle and free it. No luck.

WTH!! It wouldn't budge after repeated attempts.

Other Sunbeam owners have faced this. Around the introduction of the Series V, Rootes decided to replace the solid rod on the hood release handle with a lighter and cheaper wire. If the wire eventually broke, it left the owner with the unenviable task of removing the hood by undoing the bolts holding it through the grill. I did NOT want to do that.

So I wiggled and nudged and cajoled and pried the hood from every direction. I sawed off the end of the stay-rod and shoved it into the engine compartment to give more room to leverage it. With the hood just held by the hook, it sat high enough that I could reach under it with a thin wooden paint stirrer and push the hook. STILL it wouldn't budge. Months later, at the PTC tech session Hollie and I hosted last fall, three members volunteered to wrestle with it all at once. Thirty seconds later – BINGO!



Top right: A partial re-creation of the parts that jammed up the release hook.

In the well containing the hood release mechanism were two screwdrivers and miscellaneous tools I had laid there, which were tightly pinching the hook from both sides.

A big THANK YOU to my PTC rescuers.

***I was watching the NFC** championship game when my jaw dropped during a commercial for AT&T. Former player Tim Tebow emerged from a silver roadster that looked a hell of a lot like a Sunbeam!! It was shown for maybe three seconds. I drove Hollie crazy as I replayed it over and over and over.*

That evening I got an email from long-time member Jim Leach. "Did you see it…?!?"

The next day I walked into a Taco Del Mar and encountered two, even longer-time members: Dennis & Jeanne Grote. We had hardly sat down when Dennis asked, "Did you see the Sunbeam during the football game?"

Well, now I HAD to track down the ad. Like everything, it's on Youtube. Search for: AT&T QB Accuracy. I looked at that ad for some time, and I'm now almost sure it's not a Sunbeam, but not 100%. See for yourself. If it's a Sunbeam, it's been heavily modified, but still….

More of the windshield frame can be seen, though very fuzzy, a half-second later. It is unusually upright, very much like Tigers/Alpines, at a time in the 60s when windshields were steadily getting more slanted.

***Blast from the past:** The Shelby American club held SAAC 17 in Portland, Oregon in July of 1992. Usually attended mostly by Cobra and Mustang owners, an unprecedented turnout of over 30 Tigers from around the Pacific Northwest were on hand. Shelby himself attended.*

In 2021, Oregon Tiger owner Fred Gehring uncovered a videotape he had recorded of SAAC-17. It was later digitized and made available to the SAAC crowd. Now it's on Youtube. Many familiar faces and cars. PTC's Alex MacLaurin speaks at the awards banquet!

https://www.youtube.com/watch?v=s0PVk4r7OSw

Winter Gallery:
Holiday Party, Dec 7 at Kevin & Judy Jewell's in Woodinville – photos by Judy Jewell

Swapping holiday tales.

Margaret Snyder feels for clues to the contents of the Boxes of Mystery. Husband Bruce can only offer a pencil.

The Gift Exchange. Jeff Kyser *dares* anyone to take his gift!

The Boxes of Mystery were a little tougher this year, containing both Sunbeam parts and household items.

Winter Gallery:
New Year's Day Drive – Kent, WA

New Year's Day was dewy but not too cold, so Dick Sanders took his Alpine out for his annual New Year's jog around Kent to start the year off right. Lake Fenwick in background.

WANTED:

I'm looking for Series V passenger seat in almost any condition. (Currently my Series V Alpine has a Series IV passenger seat in deplorable condition) Or, maybe both driver and passenger seats if the upholstery is good? Anyone have Series V seats to sell?

Email Bill at eromtihw@gmail.com

For Sale:

FOR SALE:

New soft top, Series I Alpine, 3 window, crushed grain, rear window/zipper.
$300.00 206-612-4850

FOR SALE:

1967 Sunbeam Alpine Series V, 1725 cc engine. 18 years with the same owner. Body is sound, no rust has been found during ownership. Some "Orange Peel" on fender top paint due to tarp thrown over the car too soon after painting (10+ years ago). Improvement and maintenance: ● Weber Carb, Gear reduction starter, Pertronix ignition. Head gasket replaced a year ago. ● Suspension has new bushing throughout and new tires. ● Brake calipers were rebuilt 3 years ago. New brake pads and shoes for the rear. ● B ● Gas tank was cleaned with all new connections one year ago. ● Electric fuel pump ● Alternator upgraded ● Higher compression flat-topped pistons installed. All the gauges work except the Ammeter (not wired). All the lights and turn signals are functioning. The pistons were from the prior owner and can make the car difficult to start when cold but it will start and runs well otherwise. The upholstery is good but the rear area needs work. Soft top is in good condition with two small tears on the side (typical for this model). The gasket between the windshield and the top needs to be installed. This is a good solid car that is used frequently in summer and good weather, not driven on wet roads or in the rain. It has been kept in a dry garage since acquired. Comes with title and spares. Cash only, "as is" sale. $12,500 USD gt6triumph@gmail.com.

FOR SALE:

1967 Sunbeam Alpine. Health issues force reluctant sale. Engine rebuilt in 1998. Overdrive, rebuilt by specialist John Roseby, added in same year, along with Martha Wheat seats. New carpet kit partially in-stalled. Rust? Two small bubbles, both of which have been there since purchased. Otherwise very straight. Always garaged. $12,999 obo. 360-674-0767 rootesalpine@gmail.com

Follow-up to our Holiday Party:

Food bank Donation

Thanks to all of you that attended the PTC Holiday Party and brought food for the food bank. The holiday season is always a special time for us to share our good fortune with those less fortunate. Thanks to your generosity (the club also donated all unopened left-over punch supplies), we filled our trunk with donations and the food was delivered Dec 9 to the Redmond branch of Hopelink. They weighed our donation at 105 lbs.

- *Judy Jewell*

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